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THE HONGKONG DISPENSARY.
[a1545]

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Casks of 375 lbs. net \$4.75 per Cask ex Factory.
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Hongkong, 14th August, 1903. [a3389]

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We are Solo Agents for the following—
MONOPOLE, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American

Machines in the Market, always on View and
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MOTOR CYCLES, MAIL CABS,
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WATER to the Shipping, both for Deck and
Boilers.

Call Flag W.

J. W. KEW,
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Hongkong, 13th June, 1903. [a3394]

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FOR SALE.

THE "NAGASAKI MEDICAL HALL,"
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Apply—

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Hongkong, 22nd April, 1904. [a1074]

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DREDGER, size B. 4; in good condition.

Price Moderate.

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Hongkong, 27th April, 1904. [a109]

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thereon known as "STONYBURN," formerly
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Area of lots about 30,000 Sq. feet.

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Hongkong, 29th April, 1904. [a141]

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Hotels in Manila, with Livery Stables attached.

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Hongkong, 13th April, 1904. [a191]

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Hongkong, 22nd March, 1904. [a800]

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Hongkong, 21st December, 1903. [a38]

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Hongkong, 16th April, 1904. [a35]

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EXPRESSLY PREPARED

FOR TOILET USE.

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This new preparation will be found to combine the aromatic properties of the

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The bath has a new charm.

The addition of antiseptics REMOVES SKIN IMPURITIES, it is a Specific

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TOM SMITH'S CRACKERS.

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AS CHEAP AS GAS!

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Hongkong, 29th April, 1904. [a338]

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THE HONGKONG DISPENSARY.

[31]

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The Daily Press.

HONGKONG OFFICE: 14, DESVaux ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 2ND MAY, 1904

THE Hongkong General Chamber of Commerce has, it is satisfactory to note, declared, in no uncertain manner, its intention of urging on the prosecution of the desired railway communication between this Colony and Canton. The Committee had not, as yet, taken up the question, probably for two reasons: they had no mandate from the members, and, being a cosmopolitan body, it was perhaps considered by them that so purely a British question should hardly be dealt with unless the members generally were in favour of it. The Chairman introduced the subject at the tail of his speech as the most important of all, though not in the list of those dealt with in the Report, and he proceeded to speak in strong terms of the vital necessity existing for immediate action in the matter. Mr. HEWITT did not hesitate to advocate a subsidy by the Government for the section of the railway running through British Territory. It would, he admitted, be a departure from British Imperial policy, and he quoted Earl PERCY in proof of this, but he considered this was a case that should properly form an exception to the rule, both on account of the difficult nature of the country through which the line would have to pass and also because the delay in the construction of the line is endangering the welfare of the Colony. In these conclusions all those who have the interest of the Colony at heart—whether British or non-British—must agree, and it was in that conviction that the members present so warmly applauded the observations made by the Chairman and other speakers present.

The quotation from Messrs. ILBERT & Co.'s circular made by Mr. E. S. WHEELER was also very striking to the point:

Sport and Gossip says:—They have a wonderful cock pheasant in Chinkiang from all accounts. No, not from all, only from one. It was captured in "a tree close to the Customs Club, in a very busy thoroughfare, and was quite at home with hundreds of coolies looking at it." Eventually it was taken into custody by the Inspector of Police.

Referring to the Shantung Railway, it said:—"A feature which is becoming rapidly noticeable in the Northern trade is the transference of business from Chefoo to Kiaochau; the facilities for loading and unloading cargo there and the rapid transit by rail to the interior are creating an exodus from Chefoo and the establishment of the same hongs in Kiaochau. It is said that important markets in the interior can now be reached in one day whereas formerly the same class of cargo did not reach its destination under three weeks." This statement of fact is impressive and to the point. It shows the absolute necessity for the establishment of the most rapid means of communication between Hongkong and the interior of Kwangtung, and especially with its greatest centre, Canton. It is idle to say that there is no prospect of any alternative line being built or port founded, but there is really no certainty on the subject; and it is the peremptory duty of the British Government to see that the position of Hongkong as the commercial gate of South China is not endangered from any quarter. That position has been slowly and laboriously built up during the past sixty years by its merchants and traders, until Hongkong has become the third port in the Empire in volume of trade, and it should be the constant care of the Government to conserve and foster that trade. What the German Government have done in Shantung could easily be done by the British Government in Kwangtung, but they are not expected to make a railway 252 miles long; they are simply asked either to construct a railway twenty miles in length through British territory, or to guarantee interest on such a line.

Personally we should prefer to see the Hongkong Government empowered to make the line to the frontier of the New Territory, the Colony and the Imperial Government sharing the cost between them, and leasing it to the Company responsible for the construction of the railway from Canton to the British frontier. The reason for this is simple. We want to see a final period put to the sickening procrastination shown by the concessionaries. It is now five years and four months, if not more, since they secured the concession, time enough—as has been recently demonstrated—to construct a railway of two hundred and fifty miles and place it in running order; and not one soul has been turned of this which may truly be termed one of the most promising railway routes in the whole of the Celestial Empire. If negotiations are to be opened with the British and Chinese Corporation for the granting of a subsidy or other arrangement of the kind, more time will elapse before operations can be commenced, and the threatened danger may become a fact before anything definite has been decided upon. If, on the other hand, the Hongkong Government will take the initiative and grasp this nettle boldly, a commencement could be made at once with the line, and this action would stimulate the concessionaries of the line from Canton to take advantage of their concession and not run the risk of having it cancelled in favour of some more enterprising capitalists. Whatever is to be done should be done quickly, however, for the matter will admit of no further delay. To impress this fact on the Colonial Office, would it not be well to call a public meeting of the colonists and ask the Acting GOVERNOR to preside? It is well known that Mr. MAY shares the views so forcibly expressed by Sir HENRY BLAKE on the eve of his departure, and in a matter of such transcendent importance to the Colony, we think that the Government and the community should join hands to attain the desired end. The Chinese Community will also, we are sure, co-operate to bring about a really imposing demonstration in favour of the railway, and one that would assure the Imperial Government of the urgency with which it is regarded.

It is noticed in the *Gazette* that Lieut. E. G. Barrett, H.K.V.C., has been granted leave of absence for 12 months.

A notification with regard to quarantine arrangements against Hongkong in Netherlands-India appears in the *Gazette*.

Yesterday was not only May Day, but also the sixth anniversary of the battle of Cavite, when the Spanish fleet was destroyed by Admiral Dewey's squadron. It was, too, the 63rd anniversary of the first publication of the *Government Gazette* in Hongkong.

Sport and Gossip says:—They have a wonderful cock pheasant in Chinkiang from all accounts. No, not from all, only from one. It was captured in "a tree close to the Customs Club, in a very busy thoroughfare, and was quite at home with hundreds of coolies looking at it." Eventually it was taken into custody by the Inspector of Police.

Four fatal Chinese plague cases were reported on Saturday.

Mr. E. A. Howett has been appointed member of the Medical Board.

The report of the Directors of Messrs. Lunn, Crawford & Co., Limited, Shanghai, announces the profit for the year ended 29th February to have been \$45,157.31. An interim dividend of 85 per share was paid in November; it is now proposed to pay a final dividend of 87 per share and to carry forward \$21,582.25.

The return of deaths in the Colony during February shows a total of 332, of which 17 were in the European and foreign community (12 civilians, 3 Army, 2 Navy) and 315 among the Chinese. 118 deaths were due to chest affections, 7 to malaria, and 3 only to plague.

The British and foreign civil death-rate was 14.9 per 1,000 per annum; that for the Chinese, land 12.9, boat 9.2, land and boat, 12.3; and for the whole civil community, 12.4.

The following is the programme of music to be performed by the band of the 10th Mahratta Light Infantry on the New Parade Ground from 5 to 6.30 p.m. to-day:

March..... "The Silver Trumpet" ... Godfrey Overture ... "Pia Davids" ... Anthoni Danes ... "Arabian" ... Szawolski Selection "Walton, Brother Jonathan" Stewart Valve..... "Reverie" ... Follett Gipkin..... "Wings of Love" ... Meyer "God Save the King."

A "wild man" from the Arctic Circle is causing a great sensation in Nome, Alaska. The man was captured at Cape Prince of Wales, and it is considered wonderful that a human being could live as this one apparently has on the coast of the Arctic Ocean. His beard and hair reach to his waist; his finger and toe-nails are twisted, and he wears strange and scant garments. Around his neck are two crucifixes. There is little doubt that the man is a Russian convict who escaped years ago, possibly from Siberia. He is apparently fifty years old or over and cannot speak an intelligible word. He is being held in the Nome city jail, where hundreds of people have visited him. During the years of his wandering the wild man has apparently sought neither shelter nor food from the Esquimaux. Enquiry among them fails to show that they had ever seen him. How he escaped from the polar bears is considered another mystery.

A home paper writes:—"The bicycle has wrought many a peaceful revolution, but none more surprising than the start it has made towards breaking down the traditional seclusion of women in the East. The Queen of Siam is attended by Siamese ladies when taking a ride, thus naturally setting a new fashion to her subjects. The infection has now spread to the adjoining territory of Burma; for in Akyab a bevy of young Burmese ladies may be seen taking the air awhew. The Burmese women are the most intelligent and progressive in the East, in some respects even enjoying more liberty than their European sisters; so that it is only natural that they should take the lead in cycling. Mohammedan women in the East wear trousers, so that the 'divided skirt' has in this instance preceded the bicycle." But why "Mohammedan women," we wonder? The ladies mentioned are not Mohammedan. And what about the Chinese?

NAVAL NOTES.

U.S. FAR EASTERN SQUADRON.

The United States has the most powerful fleet of any neutral power in Asiatic waters, save Great Britain, and more ships are under orders to come. A battleship squadron, a cruiser squadron, a gunboat squadron and fleet auxiliaries have just been augmented by the arrival of the destroyer flotilla, consisting of five powerful little fighting machines.

HONGKONG'S ASSETS AND LIABILITIES.

The following statement of the Colony's assets and liabilities on the 29th February, appears in the *Gazette*:

ASSETS.	
Bank balance	\$66,215.17
Crown agents' balance	35,772.45
Crown agents' advance	183,533.33
Advances, &c.	127,174.21
Total assets	418,515.16
Balance	32,345.48
Total	\$450,860.64

LIABILITIES.	
Deposits not available	\$44,202.91
Money order remittances	6,657.73
Total	\$450,860.64

POLICE FUNERAL.

The remains of Inspector T. H. Gidley, of the Hongkong Detective Department, were buried at Happy Valley on Saturday afternoon, the funeral leaving Government Civil Hospital at 3.40 p.m. Eight police inspectors carried the coffin from the Mortuary to a hearse waiting at Queen's Road West. The procession then marched past No. 5 Fire Station, where they picked up all available police constables and sergeants off duty, Chief Inspector H. G. Baker being in charge of them. At the Navy Yard another party of police joined, and many others, including Messrs. F. J. Budeley (Captain Superintendent of Police), E. R. Hallifax (Deputy Superintendent of Police), and P. P. J. Wodehouse (Assistant Superintendent of Police). A number of brethren of Lodge S. John, G.I.S.C., of which deceased was a member, and other civilian friends, were waiting at the Monument. There were many wreaths of flowers. The burial ceremony, conducted by the Rev. C. H. Hilding, was very impressive. Afterwards the grave was filled in by brother police officers of deceased.

TELEGRAMS.

REUTER'S SERVICE.

THE WAR.—CROSSING THE YALU.

LONDON, 28th April.

Unofficial telegrams published in S. Petersburg varyingly report several attempts of the Japanese to cross the Yalu. According to one account, the Russian artillery destroyed the bridge thrown across the river north of Wiju, but a force crossed successfully south of Wiju and a portion advancing with a battery towards Tuanchow was severely repulsed.

THE GENSAN INCIDENT.

LONDON, 28th April.

Russian destroyers, after leaving Gensan on the 25th instant, encountered the Japanese transport *Kinshu-maru*, 4,000 tons, at sea on the 26th. Seventeen officers, twenty soldiers, 85 carriers and 65 of the crew surrendered, and were taken on board a Russian cruiser, the remainder of the troops numbering 200 refusing to surrender were sent to the bottom with the ship.

LATER.
The Japanese state that only 73 perished in the *Kinshu-maru*.

NO INTERVENTION WANTED.

LONDON, 29th April.

The Russian Government has sent a circular to its representatives abroad, declaring categorically that Russia will not accept mediation to terminate the war and will not admit the intervention of any Power whatsoever in the Russo-Japanese negotiations after the war.

THE ROYAL VISIT TO IRELAND.

LONDON, 29th April.

The King and Queen continue to be locally welcomed everywhere in Ireland. Their Majesties were present at Punchestown races, where there was no hitch or discordant note.

THE KAISER'S RETURN.

LONDON, 29th April.

The Kaiser at Karlsruhe, in reply to an address by the Burgomaster, mentioned that he was completely restored to health. He referred to the great war which led to the unification of Germany, and hoped that the events now enacting before their eyes would steal their courage and find Germans united if it became necessary to interfere in a world policy.

RACING.—THE ONE THOUSAND GUINEAS.

LONDON, 29th April.

Pretty Polly 1
Leucadia 2
Flamma 3

FIRE ON A STEAMER.

"SUNGKUANG" PUTS BACK TO HONGKONG.
At 5.58 p.m. on Saturday Central Police Station got notice by telephone that Messrs. Butterfield and Swire had received a telegram from Waglan Lighthouse, to the effect that the China Navigation s.s. *Sungkang* was flying signals meaning she was on fire. At that time the steamer bore east-south-east, distant some three miles.

The *Sungkang* arrived at Hongkong not long afterwards, and proceeded to Quarry Bay Wharf, where she was met by the fire-boat, in charge of Chief Inspector H. G. Baker. There were six Brigade men aboard the boat. The steamer's story briefly is as follows:

She left Hongkong for Manila on Friday afternoon, with a full cargo of general merchandise and a number of passengers. Next morning—Saturday—when about 100 miles from Hongkong, it was discovered that fire had broken out in No. 3, the after-hold. This contained a great variety of freight, matches included, and it was those that got alight. Other goods in the same hold were cases of Tansan, the boxes and straw of which, of course, were inflammable, bags of sugar and rice, bales of cotton, potatoes and onions. Water was directed on the flames as well as possible, but the fire was difficult to get at, and it gained on the ship in spite of all efforts to extinguish it. There was nothing for it but to put back to Hongkong; so the captain altered his course, pointing the ship's nose in the direct opposite direction to that she had been going. On arriving here and making fast alongside at Quarry Bay the fire-boat extinguished the flames by pumping 12 feet of water into the ship's hold. Next morning this was pumped out, and the vessel proceeded to an anchorage off the Royal Dutch Petroleum Works, where she is now discharging the damaged cargo. A quantity of rice, sugar, and cotton had suffered by water, and an amount of goods, also, were more or less burned. The vessel may be able to proceed to Manila to-morrow. The Company are hurrying up things as much as possible, even working all day yesterday. The *Sungkang*, it will be remembered, recently received a thorough overhaul, new decks, and extensive repairs at the hands of the Hongkong & Whampoa Dock Co., at the Kowloon establishment.

VII.—The following acts, forbidden to neutrals, are assimilated to contraband of war:

The transport of the enemy's troops, of his despatches and correspondence, the supply of transports and war-ships to the enemy.

VIII.—The detailed Regulations which the military authorities are bound to observe during naval warfare are set forth in the "Regulations" relating to prizes sanctioned by His Majesty the Emperor on the 27th March, 1895, as well as in the special instructions approved by the Admiralty Council on the 29th September, 1900, relating to stoppage, visit, capture, transport, and delivery of captured vessels and goods.

X.—In addition, the military authorities are bound to conform to the following International Agreements signed by Russia:

1. The Geneva Convention of the 10th (22nd) August, 1864, for the amelioration of the condition of the wounded in time of war.

2. The Declaration of S. Petersburg of the 29th November (11th December), 1868, respecting the prohibition of the use of explosive projectiles.

3. Agreements signed at the

HONGKONG JOTTINGS.

The past week has seen a measure go through the third and final reading in the Legislative Council which should be of the greatest benefit to this Colony. I refer, of course, to the Peak Reservation Ordinance, which is now law unless some fatal influence at Downing Street undoes the work of our local legislators. That this may not be the case is earnestly to be hoped. The ordinance has been through its due three readings and has been received in a sensible way by the representatives of the Chinese community. These gentlemen have recognised that it is to the general public welfare that Europeans should have a small area in which they can live more or less in accordance with their own home conditions. They have therefore raised no foolish outcry with which to embitter the discussion. This aspect of the question has happily never arisen. The promoters of the Bill have based their arguments on the matter of health, having overwhelming testimony from medical officers in all parts of the East in their favour. The leading Chinese have acknowledged this, and the result has been an amicable settlement. May the home authorities not undo the good work!

Colonel L. F. Brown, of the Royal Engineers, who was in command of the Garrison here before the coming of General Hatton, gave public expression recently to his high opinion of the value of the New Territory and particularly of the slopes of Tsimshian as a manoeuvring field for troops. There is no doubt that the uplands of the New Territory form an ideal place for such a purpose. Most of the numerous high hills over there indeed would make excellent health-resorts for Hongkong residents. At the present time the only drawback is the difficulty of conveyance. But for this, I believe there would have been a sanatorium or hydrostatica established in the district some time ago. If once the railway or tramway is constructed through the New Territory such an institution should be among the first attendant developments.

In certain circles in Hongkong just now it is a subject of discussion whether the new Cricket Club pavilion being erected at the City Hall end of the ground is going to interfere with the public right of way across the pitch. As is well known, the Government requires the entrance gates at all four corners to be kept open during the daytime. As the new pavilion is being built right athwart one of the present gates there is a danger according to some observers that it may interfere with the public privileges in the matter of the use of the ground. If entrance is to be made through the building itself directly from Queen's Road there should certainly be an extra gate provided clear of the club-house for the use of the public who may desire to walk across the field or to witness the matches on it.

Hongkong for a small place (as far as its European community is concerned) is not destitute of literary talent. I mentioned last week that a book of translations from Cantonese love-songs by Mr. C. Clementi was announced, and that another Government official was about to bring out his poems. The latter author is Mr. H. F. Johnston, an local paper stated; but *The Last Days of Theodore* was not, I believe, written in office hours, as suggested by that journal, but before Mr. Johnston reached Hongkong. Another Hongkong poet seems to have arisen, to judge by a short poem in the *Daily Press* of Saturday. Really the last line of Mr. Anderson's "Red Sea" is worthy of Kipling; but perhaps the author will not thank me for the inevitable comparison. But he challenges it by the dialect which he adopts.

I have alluded before to the noticeable lack of games among Chinese boys. Pedal shuttlecock appears to be the leading favourite. There is another, however, that one may see practised in quiet by-streets. It is a sort of trial of strength. Two boys grasp the ends of a bamboo pole, standing erect and using one leg as stay each tries to dislodge the other from his standing place by pushing the pole straight from the shoulder. There seems to be a knock in it, for sometimes a little fellow will force back an opponent considerably heavier than himself. Chinese boys, by the way, have taken very kindly to some of the European games, particularly football, in which pastime small armies of tatterdemalions may be seen engaged any day at the Happy Valley.

I often wonder whether there is much good in the practice that obtains at the Naval Yard, the Docks, the Kowloon Godowns, and other big works, of searching the employees as they pass out of the gates. The Indian watchmen perform the searching operations in what appears to be a somewhat perfunctory fashion.

Certainly the Chinese do not submit to the ordeal with a very good grace. It must be a humiliating thing for a respectable mechanic or tradesman to have to submit to be searched, and as for the coolie class, there could not be a better incentive for them to become thieves and adopt every wile to hoodwink the searchers.

At the Robinson Road-Chater Road corner, Kowloon, there is a building site now used as a vegetable-garden. I am told that during wet weather—the south-west monsoon is near at hand—the place is inundatable. What with odours from rotten leaves and warm vapours from loose earth, to say nothing about the mosquito-breeding facilities, neighbours, it is said, have a distinct grievance. At any rate, the Sanitary Board should investigate the matter. As the weather of late has not been very wet I cannot judge myself, although I visited the garden. In dry weather, certainly, there is not much amiss. One cannot advocate Chinese vegetable gardens in town.

BANYAN.

AMOY.

[FROM OUR OWN CORRESPONDENT.]

Amoy, 27th April.

The death of Dr. J. M. Howie at Chang-poo on the 18th inst. of consumption robbed the English Presbyterian Mission of a worker of sterling worth and of unusual ability. Dr. Howie had been for some years in Chang-poo, town between 30 and 40 miles from Amoy, where his medical advice and skill were much appreciated by the patients who visited his hospital from far and near. He fought long and pluckily against the disease which finally claimed his victim, and showed the real grit that was in him by sticking to his work to the last. A wife and two children are left to mourn his loss. It is not simply his patients and his friends that knew him best that have their hearts filled with sorrow at his death. The native community have been so touched by his self-denial and by the love he has shown in his treatment of the suffering that in every home nearly in Chang-poo and the country round about men speak of him with the highest admiration.

CONCERT.

By kind permission of Rear-Admiral Grenet, his band from the *Vettor Pisan* gave a concert in the Club Theatre last evening. It is very seldom that Amoy residents have an opportunity of listening to first-rate performances of this kind, and no doubt the Club Theatre would have been filled on this occasion, but unfortunately the weather conditions were not all that they might have been, and this kept many away from hearing the best music we have had in Amoy for a long time. The audience listened with evident pleasure to the skillful rendering of an excellent programme, and showed by their applause their appreciation of the good music they were treated to. The proceeds of the concert were devoted to the Amoy Chinese Hospital.

WATER POLICE FOR THE I.M. CUSTOMS.

A steam launch was safely brought up from Hongkong the other day, our Harbour Master, Mr. E. Stevens, being in charge of the small craft, which proceeded under her own steam the whole way up. In addition to ordinary Customs purposes the I.M. Customs will use this launch for police work, aided by a couple of gigs. Until recently the wily Chinese water thief has pursued his nefarious calling unblushingly, meeting with but little interference, and owners of cargo afloat have been considerable sufferers. In future the new police will apprehend any of the thieving fraternity or other law-breakers that may come under their observation, and ships' officers can also hand over offenders to their charge, knowing that they will be sent to the proper authorities for punishment—Consular warrants being first obtained when necessary. Any vessel desiring the assistance of the Amoy Customs Water Police should fly the international code flag A. A customs notification on this subject was published yesterday.

NAVAL ITEMS.

S.M.S. *Thetis* left for Shanghai on the 18th inst. S.M.S. *Tiger*, which arrived from Foochow on the 19th inst., left for Hongkong on Monday last. Arrivals are the Italian cruiser *Vettor Pisani*, with Rear-Admiral Grenet on board, and the *Mareo Polo*, both vessels from Woosung, the former arriving on the 22nd inst. and the latter yesterday.

CORRESPONDENCE.

PUBLIC BAND PERFORMANCES.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,— "Semibreve" once before threatened to retire from the arena of this futile correspondence. Had he done so he would have saved himself all the hard knocks which all your correspondents have given him. Let us hope he has now realised the inadvisability of rushing into print about a subject of which he knows so little. Let him go to any British Colony he likes, he will find the same state of things obtaining, viz.—that Military Bands play in public under the orders of the Military authorities and "by kind permission of the officers," "Gold Laced" or otherwise! In also retiring from this highly diverting ink-slinging competition I tender "Semibreve" my apologies for having at any time unconsciously made use of any expression offensive to his feelings, and I beg to thank him for the innocent amusement replying to his "exposures" has afforded me—Yours etc.,

GOLD LACE.

[This correspondence must now cease.—ED. D.P.]

CHINESE MAGPIES.

The Chinese magpie is identical with the European species. Its large conspicuous nest must be well known to the most unobservant. Owing to the natives regarding it as a "lucky" bird it is rarely molested by them and, being well able to protect its nest against furred and feathered foes, it increases with undesirable rapidity. The nest is a very strongly built affair of sticks lined with dry grass, wool, or other suitable materials. As a very general rule it is covered over with a dome, but some I have heard of taken by Mr. La Touche at Chinkiang were open. The eggs from four to seven in number vary much in size and markings. They are bluish green, with spots, specks, streaks, &c., of brown of some shade variously arranged and sometimes coalescing in a cap at the large end. Like others of the crow tribe their diet is a varied one, and no nest of game or other bird is safe from them. They are early breeders, beginning nest building in January.—*Foochow Echo*.

ROWING.

V.E.C. SCRATCH RACES.

Members of Victoria Recreation Club pulled off two four-oared scratch races on Saturday. A secretary's launch left Blake Pier, with rowers and spectators, at 3 o'clock, and afterwards followed the races. The Pacific Mail launch, with Mr. H. A. Burke and Mr. H. Hobbins (Vice-Consul at Hongkong for the United States), watched the first race. Mr. Hazeland's sailing-yacht *Seagull* cruised around the vicinity. Another steam-launch, also, was the Starter's launch. A Police launch kept the course clear. Starters were Messrs. G. A. Caldwell and E. W. Mitchell.

Judges: Messrs. F. D. Bain and T. Meek in the first race, Messrs. F. D. Bain and A. Chapman in the second race.

THE FIRST RACE.

The first race commenced at 3.30 o'clock. *Shamrock* had the inside berth, her course being slightly calmer than the others. *Thistle* was at No. 2 Station. Rose at No. 3.

Shamrock got a bad start. *Thistle* secured a slight lead at the outset, the three boats next drawing level. *Rose* fell behind. *Shamrock* spurted ahead of *Thistle*, assuming a lead by about a length. *Rose* fell to about two or even three lengths behind. This was the position at half-mile. Towards the finish *Rose* recovered lost ground, the three boats to borrow a turn expression, going neck-and-neck. A most exciting race and a close finish. The result was—

Thistle 1
Rose 2
Shamrock 3

The crews were—

Thistle—R. Witchell (stroke), E. P. Musso, A. G. V. Riberio, J. H. Seth (bow), and T. Miller (cox).

Rose—J. Witchell (stroke), L. E. Lammett, G. Cruickshank, W. T. Andrews (bow), and F. Lammett (cox).

Shamrock—C. E. A. Hance (stroke), E. F. Ancott, H. A. Seth, H. M. Bain (bow), and F. W. White (cox).

SECOND RACE.

Thistle got the best start. *Shamrock* took the lead, pulling it appeared, with too much "beef" at the outset. *Shamrock* spurted ahead, but *Rose* was manipulated more steadily than the other two. The competitors went together some distance, when *Rose* began to draw out, and *Thistle* fell behind. *Thistle* pulled well towards the end, coming in second to *Rose*, a handsome winner by about three lengths. The result was—

Rose 1
Thistle 2
Shamrock 3

The crews were—

Rose—H. Rapp (stroke), H. C. Austen, J. P. Jordan, J. D. Cameron (bow), and F. Lammett (cox).

Thistle—L. A. Musso (stroke), T. E. Pearce, F. M. Roza Pereira, T. C. Swaby (bow), and F. W. White (cox).

Shamrock—K. F. Tatu (stroke), H. S. Holmes, A. V. Barros, E. Miller (bow), and O. R. Chunnitt (cox).

In the second race, by the way, the time, 73 minutes, was much better than that of the first race.

PRESENTATION OF PRIZES.

At the conclusion of the races Mr. A. Chapman, Chairman of the club, presented prizes to the winning crews. He reminded all those who took an interest in Water Polo that there would be a meeting at 5.30 p.m. on Wednesday next. He expressed pleasure in seeing so much "new blood."

EUSSO-JAPANESE WAR FUNDS.

(1) Providing additional comfort in hospital treating all sick and wounded from the War.

(2) In aid of the families of Japanese killed in the War.

Mr. J. R. M. Smith, the Hon. Treasurer of these two funds, begs to acknowledge with thanks the following subscriptions for either (or both) of the above objects, as indicated on the subscription lists.

Already acknowledged \$13,800

H. K. & K. Wharf & Godown Co. 500

A. G. Morris 250

Lamke & Rorke 200

A. & S. Hancock 150

Missions Entrangere 10

H. Scott & Co. 100

H. H. E. Pollock K.C. 100

L. Mallory 50

Panc 50

Johnson, Sticks & Master 50

Wilkinson & Grist 50

Denny & Bowley 25

G. K. Bruton 25

M. W. Slade 25

J. Hastings 25

H. K. Holmes 25

A. H. Chino 25

Hou Tung 500

Lo Kun Ting 200

Chow Hing Ki 200

Compradore, Mitsui Bussan Kaisha 200

Wong Ki Sam 200

Lau Chi Ting 200

Yan Wo Company 200

Sing Wo Company 150

Rice Guild 150

Piece Goods Guild 167.25

Hon. Wei A. Yuk 100

Fung Wa Chin 100

Mok Tso Chin 100

Ho Fook 100

Leung Yan Po 100

Compradore, Bank of Taiwan 100

Compradore, H. and S. Bank 100

Hang Kao Hong 100

Quan Fat Hong 100

Hop Hong Hong 100

Kwong Mow Tai 100

Kung Yuen 100

Yee On 100

Yeo Shan Hong 100

Ng Yuen Hing 100

Lung Too Tai 100

Luun Cheong Shing 100

Choeng Shing Loong 100

Li Po Luong 100

Li Kin Tong 100

Yuen Hop 100

Compradore, Yihama Specie Bank 100

Lee Yik 100

Sam Wang Co. 100

Sun Hing 100

Sam Yee Co. 100

Tung Kee 100

Wing Kee 100

Tak Cheong Hong 100

Ming Yue Tai 1

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until compensated.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Teleggraphic Address: PRESS, Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box, 33. Telephone No 12.

NEW ADVERTISEMENTS

NOTICE.

MR. HERBERT BENT Ceases to Sign our Firm by Procurator from This Date.

HERBERT DENT & CO.

Canton, 1st May, 1904. [1154]

NOTICE.

I HAVE admitted Mr. HERBERT BENT a Partner in my Firm, to date 1st June 1904.

T. E. GRIFFITH.

Canton, 30th April, 1904. [1155]

NOTICE.

THE PUBLIC IS HEREBY NOTIFIED that all my Bills will, from This Date, bear my Signature, or the Signature of Mr. K. TAMENARI, and unless they are Signed by me or the said Mr. K. TAMENARI, my Sheriff is not Authorized to collect them.

H. YERA, Photographer.

Hongkong, 1st May, 1904. [1156]

TO LET.

THE EYRIE (Peak).

No. 3, CAMERON VILLAS, Peak. "ALEXANDRA" BUILDINGS, Rooms on the Top Floor.

Nos. 11, 13, 15 & 21, BELLIOS TERRACE.

"WESTWARD HO" Top Floor only. No. 3, MOUNTAIN VIEW (Peak) for 5 Months from 1st May, 1904. Cheap Rental. Apply to—

LINSTEAD & DAVIS.

Hongkong, 2nd May, 1904. [1157]

BUSINESS TRAINING COLLEGE.

Terms—Commencing 1st May.

For "ELEMENTALY" Shorthand (1st to 11th lessons) to 120 words a minute; completion of corresponding speed; \$50. or by instalments of \$2 a lesson.

For "ADVANCED" lessons (12th to 21st) to completion of verbatim speed, \$100, or by instalments of \$10 each lesson.

English, Chinese, Russian, Japanese, Malay Hindostani, French, &c., \$10 a month. Translations.

Typewriting taught on all makes of machines. Typing copies for the public.

MACHINES (all good makes) for sale.

Evening classes for Shorthand and Typing. \$2 a lesson, 7 to 9 o'clock.

Principal—WARWICK FEELE.

Hongkong, 2nd May, 1904. [1158]

Hongkong, 2nd May, 1904. [1159]

THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that

Messrs. WENDT & COMPANY, of Victoria, in the Colony of Hongkong, have on the 8th April, 1904, applied for the registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARKS, viz.:

(1) An oval representation of the sojourn of Soo Moo in captivity tending sheep in the land of the Tartars. The whole being surrounded by a Dragon Pattern Border.

(2) An oval-shaped pictorial representation of nine Chinese singing girls in a balcony making music on various Chinese instruments, the surroundings and costume being those of the Shanghai District; the whole is surrounded by an ornamental border in the name of the said Messrs. WENDT & COMPANY, who claim to be the sole proprietors thereof.

The TRADE MARKS have been used by the Applicants in respect of the following goods, in the following class, viz.:

Metal Trays in Class 13. Facsimiles of such TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 23rd day of April, 1904.

JOHN HASTINGS,

Solicitor for the Applicants.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

on

MONDAY, the 9th MAY, 1904, at 11 A.M., at the KOWLOON GODOWNS (No. 20).

500 CASES KUPFER BEER (QUARTS).

(Slightly Damaged by Water).

TERMS—Cash on delivery.

EO P. LAMMERT,

Auctioneer.

Hongkong, 28th April, 1904. [1160]

REMOVAL.

THE OFFICE of the undersigned has This Day been REMOVED to ALEXANDRA BUILDINGS, 2ND FLOOR.

HOLLAND-CHINA TRADING CO.

Hongkong, 27th April, 1904. [1161]

THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIEN.

THE OFFICES of the above Steamship Company have This Day been REMOVED to ALEXANDRA BUILDINGS, 3RD FLOOR.

Hongkong, 28th April, 1904. [1162]

REMOVAL NOTICE.

NORTH CHINA INSURANCE CO., LTD

THE OFFICE of the above Company has

This Day been REMOVED to ALEXANDRA BUILDINGS, SECOND FLOOR,

Des Voeux Road.

Hongkong, 26th November, 1903. [2160]

L'UNION DE PARIS FIRE INSURANCE COMPANY, LIMITED.

THE HONGKONG ICE COMPANY, LTD, have now 40,000 Cubic feet of Co.

Storage available at EAST POINT. Stores will

be open at 10 A.M. and 4 P.M. daily, Sundays

excepted to receive and deliver perishable goods

WM. PARLANE, Manager.

Hongkong, 13th November, 1901. [57]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD,

have now 40,000 Cubic feet of Co.

Storage available at EAST POINT. Stores will

be open at 10 A.M. and 4 P.M. daily, Sundays

excepted to receive and deliver perishable goods

WM. PARLANE, Manager.

Hongkong, 13th November, 1901. [57]

THE AMERICAN SYSTEM

OF ENTISTRY.

DR. M. H. CHAUN,

27, DES VOEUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania U.S.A.

Hongkong, 10th March 1903. [164]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES.

FIRING 10 SHOTS in 2 SECONDS.

SIEMENS & CO.

Hongkong, 3rd October, 1900. [54]

WANTED.

RELIABLE and ALERT PORTUGUESE SALESMEN.

Good wages to good men.

Apply—

BOX 365.

Care of Daily Press Office.

Hongkong, 29th April, 1904. [1163]

MAIL TABLES

FOR

1904.

Mounted on Card. 30 cents

Paper 20 cents

On Sale at the Daily Press Office.

Hongkong, 5th March, 1904. [1164]

E. C. WILKS & CO.

MARINE SURVEYORS.

CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

COLLISIONS AND DAMAGES SURVEYED.

SALVAGE WORK UNDERTAKEN.

SHIP DESIGNS AND SPECIFICATIONS PREPARED.

Agents for the CONSTRUCTION and SALE of STEAM and MOTOR LAUNCHES.

CONTRACTS for NEW TONNAGE on reasonable terms with first-class builders.

Large stock of CANADIAN ASBESTOS and ASBESTOCOL GELS KEPT.

Agents for Messrs. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.

Telegram Address: "MARINEWORK,"

Telephone No. 358. [1165]

AUCTIONS

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 2nd day of MAY, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land at Star Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years. [1093]

PARTICULARS OF THE LOT.

No. of Site	Registration No.	Boundary	Area in	Current	Annual Rent	Price
Inland Lot No. 1715	Star Street 74	74° 49' 00" E. 5° 40' 00" N.	3,063.54	2,561		

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-MORROW (TUESDAY),

the 3rd MAY, 1904, commencing at 2.45 P.M., at No. 11, KNUTSFORD TERRACE, Kowloon.

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE

(Particulars from Catalogue).

TERMS—Cash on delivery.

On View from Monday, the 2nd May, 1904.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 29th April, 1904. [1142]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

MONDAY, the 9th MAY, 1904, at 11 A.M., at the KOWLOON GODOWNS (No. 20).

500 CASES KUPFER BEER (QUARTS).

(Slightly Damaged by Water).

TERMS—Cash on delivery.

EO P. LAMMERT,

Auctioneer.

Hongkong, 28th April, 1904. [1127]

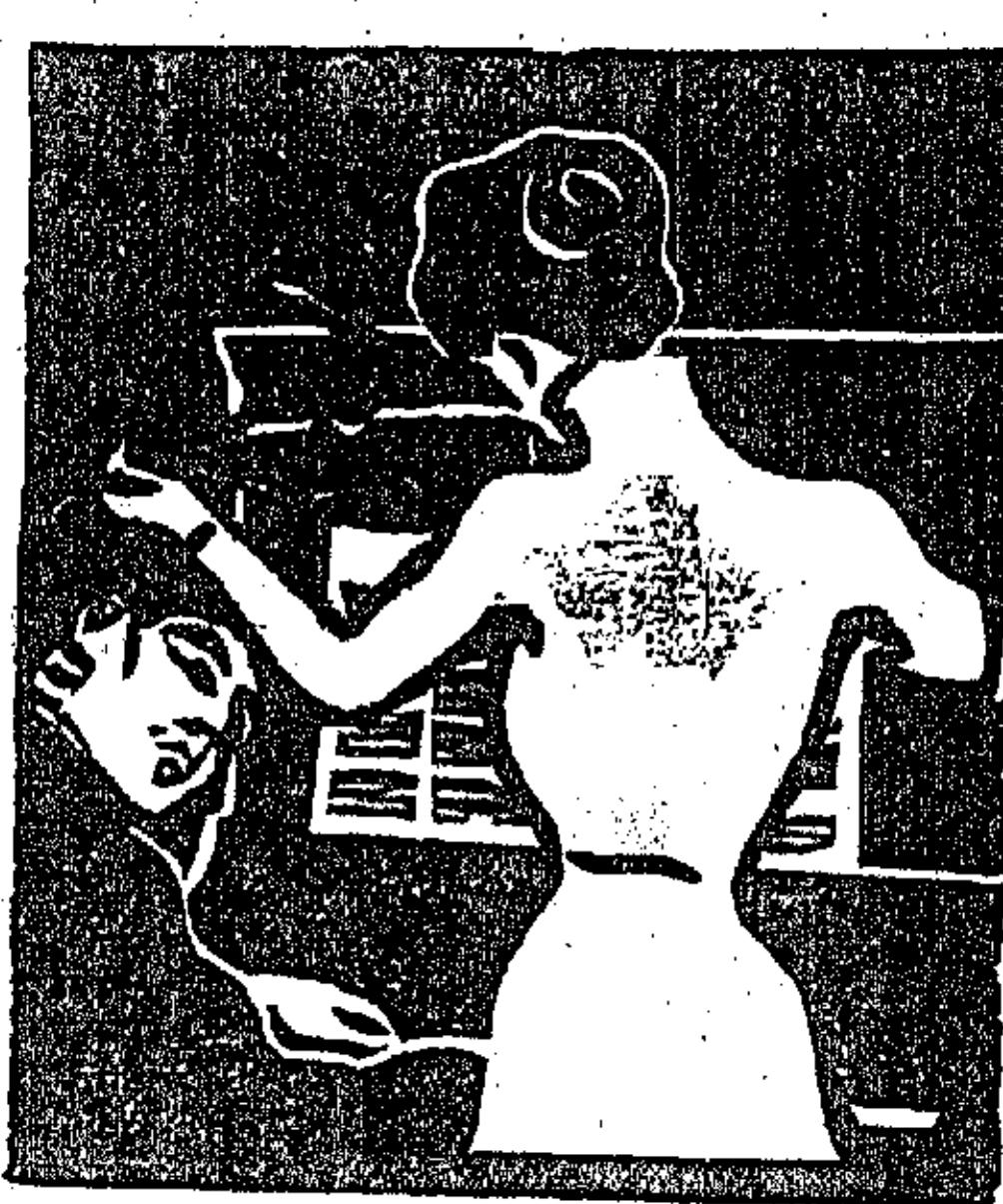
PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

MONDAY, the 9th MAY, 1904, at 11 A.M., at the KOWLOON GODOWNS (No. 20).

500 CASES KUPFER BEER (QUARTS).

ROBINSON PIANO CO. LTD.



\$100

REDUCTION

ON 11 UPRIGHT GRANDS

OF

OUR OWN MAKE

\$350 AND \$395.

TO MAKE ROOM FOR THE

OUTPUT FROM OUR

NEW

PIANO FACTORY

Cash or Credit.

Hongkong, 6th April, 1904.

RUSSIA AND THE WAR.

IS INTERNAL TROUBLE LIKELY?

What effect is the war in the Far East likely to have on the internal condition of Russia? asks a correspondent, writing in the *Times*. If the Japanese were victorious all along the line, would the big, overgrown Empire be able to stand the strain? Would not the widespread discontent among the oppressed nationalities who object to Russification, together with the Constitutional, Socialist, and Anarchist agitation, which can be with difficulty kept under control in time of peace, burst out into open insurrection? In a word, is there not a probability of the unwieldy Colossus failing to pieces? Such are the questions frequently addressed at present to those who are supposed to have special knowledge regarding things Russian.

To those who reason *a priori* on the basis of a mere superficial knowledge of the country and people there seems a strong probability of some such catastrophe. The country has expanded with a rapidity out of all proportion to the work of consolidation. One of the eminent officials who had himself taken a prominent part in the expansion process confessed lately to a friend that such had often been his desire. "It is," he said, "as if I had bought a house and, instead of applying my available revenues to furnishing it properly and providing for my family, I had devoted every rupee I possessed to buying up land all round about. One day my wife comes to me and asks me for three rupees to pay a little household bill, and I am obliged to say to her, 'My dear, I have not a kopeck in my pocket; but that does not matter, because I have land in abundance and it will some day give me a large income.'" Nor can it be reasonably contended that the efforts at consolidation have been always very judicious. The Russification of the Baltic provinces, Poland, Finland, and the Caucasus, has not been by any means entirely successful, even from a purely administrative point of view and it has produced among the subject nationalities a great deal of political disaffection. At the same time the manner in which the Jews have been treated has pretty nearly extinguished any little Russian patriotism they ever possessed and has driven a large number of them into the ranks of the revolutionary agitators. According to the information collected by the Ministry of the Interior, over 70 per cent. of these agitators are of Semitic origin. Lastly, the consolidating influence of the Siberian railway has been more than counterbalanced by pushing that thin black line for hundreds of miles into the territory of a foreign Power which is not itself capable of protecting it and objects to the intrusion of aggressive foreigners for the purpose. If more evidence were wanted with regard to dissolving influences, we have only to examine the existing fiscal system by which the peasantry have been impoverished and an unjustifiable proportion of the increased revenues has been applied to what may be fairly described as objects of political luxury. Moreover, it must be confessed that the expenditure on legitimate objects has unnecessarily increased by administrative incapacity and corruption, though it is only fair to add that corruption is on a much more moderate scale than is generally supposed in Western Europe.

Thus it must be admitted by any competent, impartial observer that there is something rotten in the State of Denmark, and volumes might be written on the subject; but what we have at present to consider is simply how far this rottenness is likely to produce, during an unfortunate war, a disruption of the Empire, or at least very serious difficulties for the Government. Those who are hostile to the present state of things in Russia may be conveniently divided into three groups—(1) the dependent nationalities which object to Russification, (2) the great majority of the educated classes of Russia proper, who desire some kind of representative institutions, and (3) the revolutionary agitators. Let us glance at these three groups in succession and try to determine roughly their political aims and the means at their disposal for realizing them.

Among the disaffected nationalities the Finns are at present in the front rank. They have political grievances of a serious kind, and if Russia were a country with Parliamentary institutions they might cause the Government some annoyance by forming a Home Rule party and using the approved methods of obstruction. But Russia, as we know, does not possess a Parliament and is not likely to possess one for many years to come, and the Finns have no means of creating for the Imperial Government any serious embarrassments. Finland is a small country containing a peaceful, order-loving population of about 2½ millions, in which the dominant race, of Swedish origin, form only a small minority, estimated roughly at 350,000. Outside the limits of the Grand Duchy those who are protesting against the infraction of their ancient rights and privileges find no support except the platonic sympathy of Scandinavians and other liberal-minded foreigners, for the Russian national sentiment is strongly opposed to their Home Rule aspirations.

The Germans of the Baltic provinces are in a similar position. They would like to preserve intact their nationality and their ancient Home Rule privileges, but they have come to recognize that they derive many substantial advantages from forming part of a great Empire and that uncompromising resistance to Russification is hopeless. Among them are thousands of *frou-frou*, but we have never heard of the existence of a Separatist party.

Close to the Baltic Province is Poland, a much more important political factor in the problem. Here we have a population, formidable in numbers, which have twice, since the Congress of Vienna, struck a blow for their independence. They are still by no means reconciled to Russian rule, but great changes have taken place both in their sentiments and in their material condition since their last insurrection in 1863. They now understand—what they ought to have perceived long ago—that the re-subjugation of Poland would be opposed to the death by three great military Empires, Russia, Austria, and Germany, and that no other Great Power would give them material aid.

Even in 1863 they founded their hopes of independence on the assistance of France and England, and as soon as it became evident that the diplomatic artillery of Napoleon III. and Lord John Russell was provided merely with blank cartridges the insurrection very soon collapsed. Is there anyone in France or England now who would ever dream of going to war with Russia, Germany, and Austria for the independence of Poland?

The unrest in the Caucasus may be dismissed in a very few words. It is partly mere brigandage—a revival of the predatory habits of the tribes under an incompetent administration—and partly a protest of the Armenians against the diminution of the ancient autonomous rights of their national Church. Here again the Home Rulers find no sympathy or support outside their own community, except, perhaps, among a few well-meaning people in London and Paris. All that is required to make the unrest in the Caucasus *grave* is the appointment of a capable Governor-General to deal with the brigands, and a little more wisdom in the Ministry of the Interior to quiet the

THE HONGKONG DAILY PRESS, MONDAY, MAY 2ND, 1904.

American agitation. In any case the unrest cannot seriously embarrass the central Government.

We come now to the opposition to the Government among the genuinely Russian population. It is of two kinds—patient effort to obtain by legal means a more liberal system of administration, and revolutionary agitation for the overthrow of the autocratic power with a view to reorganizing the Government and society on Socialistic principles. These two kinds of opposition are not only independent of each other, but mutually hostile.

There can be no doubt that the great majority of the educated classes have political aspirations inconsistent with the indefinite continuance of their opinions on the subject, though they are obliged, on public occasions and when writing for the Press, to put them in a guarded and respectful form. Occasionally at meetings of the local assemblies, and even in loyal addresses to the Emperor, they give it to be understood by implication that the central Government might derive great advantage from consulting competent authorities outside of the official world, but they never venture to employ any more efficient means of pressure, and for these respectful representations and suggestions they sometimes receive an official reprimand. This does not prevent them from indulging privately in the most scathing criticism of the authorities, and in very strong language about the general stupidity and other defects of the administration. Nothing could be further from the truth than the common idea that Russians are too much afraid of the secret police to criticize and condemn in private conversation the acts of their Government.

There is thus in Russia a very large number of people who may be called an Opposition, but they cannot be called a party, because they have no organization, and any attempt to form an organization would be forcibly suppressed by the authorities as an act of sedition. So long as they stop short of combined action and refrain from public demonstrations they may talk as freely as they please. Their talk, however, exercises little or no influence on the course of affairs. For the last 30 years they have been saying habitually that things cannot go on as they are; but, in spite of their confident assertion, things do go on in the old groove, and the would-be reformers never dream of doing anything which would provoke a crisis. They are, in short, mere academic politicians, *frontiers* who confine themselves to words. At present there is a schism in their ranks. Some forget their aspirations for internal reform, in the warmth of their excited patriotism, whilst others speculate philosophically on the probable results of a disastrous campaign. Most of these latter predict that military disasters in the Far East will have the same beneficial effect on the internal situation as the Crimean war, and they look forward to a whole series of useful reforms such as those that were effected during the early years of Alexander II.'s reign. But these reforms, it is expected, will be undertaken voluntarily by the autocratic power, with awakened public opinion. The idea of the Tsar's hand being forced by a revolutionary movement does not at all enter into their programme, and the last thing they would think of doing would be to foment internal disturbances during the war with a view to create embarrassments for the Government. In France great military disasters are apt to suggest the necessity of overturning the constituted order of things; in Russia they have a directly opposite effect.

But what of the Anarchists, who assassinate high officials and who stir up among the peasantry and the workmen in the towns disturbances requiring the military to be called out? Will they not take advantage of the situation to produce a great upheaval of the masses? No doubt they will, if they can; and they will certainly not be restrained by any patriotic feelings, for they regard patriotism as an antiquated delusion which can have no place in the doctrines of an enlightened Socialist. But it is difficult to imagine how they can effect anything serious. Their numbers cannot be accurately determined, but it may be safely asserted that even the "suspects" do not exceed a few thousands, and hitherto their attempts to produce popular risings have been miserable failures. By means of unblushing falsehoods, forged manifestoes, and similar expedients, they have occasionally persuaded a group of peasants that the Tsar wished them to take possession of the land or the stores of grain of the neighbouring landed proprietor, and some insignificant local disturbances have resulted, but as soon as the authorities appeared on the scene the unarmed crowd very quickly dispersed. The most brilliant successes of these agitators ended in the shooting down of a few ignorant individual individuals who believed that they were acting in accordance with the Tsar's commands, and it is pretty certain that with less zeal and a little more tact on the part of the authorities those regrettable incidents might have been avoided. More than five-and-twenty years ago the leaders of the revolutionary propaganda recognized—and some of them, like Stepniak, have publicly confessed it—that a general insurrection was an impossibility, and it was for this reason that they changed their tactics and adopted the methods of terrorism—that is to say, the assassination of prominent officials. If they have recently reverted to their old tactics, it is not in the hope of overturning the Government by a great popular rising, but simply from a conviction that the revolutionary movement, to which so many of their partisans have been sacrificed, must somehow be kept alive in view of possibilities in the distant future. They can hardly imagine that a time of war, when the patriotic feelings of the masses are abnormally excited, presents a favourable moment for the realization of schemes which they recognize as impossible in time of peace.

The Russians are a peculiarly impulsive people, much inclined to rush into the extremes of optimism and pessimism alternately. When in the pessimistic mood, many of them take a very gloomy view of the present condition of their country and express grave apprehensions as to what the future holds in store. The unrest in the Caucasus may be dismissed in a very few words. It is partly mere brigandage—a revival of the predatory habits of the tribes under an incompetent administration—and partly a protest of the Armenians against the diminution of the ancient autonomous rights of their national Church. Here again the Home Rulers find no sympathy or support outside their own community, except, perhaps, among a few well-meaning people in London and Paris. All that is required to make the unrest in the Caucasus *grave* is the appointment of a capable Governor-General to deal with the brigands, and a little more wisdom in the Ministry of the Interior to quiet the

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SHIPPING.

ARRIVALS.

April 29, HOLSTEIN, German str., 985, T. C. Hansen, Saigon 25th Apr. Rice.—CHINSE.
GARRY, Manila 17th April. General.—GILMAN & CO.
APRIL 29, TYR, Norwegian str., 1,418, D. L. Danielsen, Hongkong 26th April. Coal.—E. A. TRADING CO.
APRIL 29, WUH, British steamer, 1,229, E. Richards, Wuhn and Chinkiang 25th April. Rice and General.—BUTTERFIELD & SWIRE.
APRIL 30, ADDANDWAH, British str., 2,090, W. Kinley, Moji 24th April. Coal.—BRADLEY & CO.
APRIL 30, CHIHLI, British str., 1,142, G. H. Tientien 22nd April and Chien 23rd, General.—BUTTERFIELD & SWIRE.
APRIL 30, CHIYEN, Chinese str., from Canton.
APRIL 30, HANOL, French str., 739, P. Merlees, Hiphong and Hollow 29th April. General.—A. R. MARTY.
APRIL 30, ICHANG, British str., from Canton.
APRIL 30, KAIFONG, British str., 1,935, G. H. Penefather, Manila 27th April. General.—BUTTERFIELD & SWIRE.
APRIL 30, KARIN, Swedish str., 697, G. Pettersson, Saigon 23rd April. General.—SANDER, WIELER & CO.
APRIL 30, KWONGSANG, British str., 1,427, P. M. B. Lake, Shanghai 27th April. General.—JARDINE, MATHeson & CO.
APRIL 30, LYMEON, German str., 1,238, Th. Lehmann, Chinkiang 26th April. Rice and Beans.—SIEMSEN & CO.
APRIL 30, SIGN, German str., 907, A. Bendiexen, Bangkok 23rd April. Rice.—JENSEN & CO.
APRIL 30, TRITOS, German str., 1,033, H. Kraft, Swatow 29th April. General.—OSAKA SHOSEN KAISHA.
MAY 1, HAITAN, British str., 1,182, T. S. Ronan, Foochow via Amoy and Swatow 28th April. General.—DOUGLAS LAFRAZ & CO.
MAY 1, HINANG, British str., 1,573, W. E. Sawyer, Siam 22nd April. Sugar.—JARDINE, MATHeson & CO.
MAY 1, NORGE, Norw. str., 1,924, Bel. Barry 11th March and Singapore 23rd April. Coal.—ODER.
MAY 1, OEAR, British str., 1,343, Hunter, Greenock 1st March and Singapore 25th April. Coal.—BUTTERFIELD & SWIRE.
MAY 1, TELEMACHUS, British str., 1,350, James Williamson, Saigon 26th April. Rice and Cotton.—ODER.
CLEARANCES, AT THE HARBOUR MASTER'S OFFICE. 30th April.
Oceano, British str., for Nagasaki.
DEPARTURES. 30th April.
BOEG, Norwegian str., for Bangkok.
CHIYODA MARU, Japanese str., for Kobe.
ESANG, British str., for Tientsu.
FRANZ FERDINAND, Aust. str., for Singapore.
GLENGLE, British str., for Amoy.
HAILAN, French str., for Hollow.
HANGSANG, British str., for Shanghai.
INDRAVELLI, British str., for Iloilo.
JACOB DIEDELICHSEN, Ger. str., for Hollow.
KWANGLEE, Chinese str., for Canton.
MELITA, German str., for Yokohama.
PROMETHEUS, Norwegian str., for Bangkok.
RUM, British str., for Manila.
SIBERIA, American str., for Shanghai.
THE, Norwegian str., for Canton.
WUH, British str., for Canton. 1st May.
GLENFALLOCH, British str., for Amoy.
HALOONG, British str., for Tamsui.
ICHANG, British str., for Ningpo.
KWONGSANG, British str., for Canton.
MACHEW, German str., for Bangkok.
M. STRUVE, German str., for Tamsui.
ORIEL, British str., for Diamond Island.
VESSELS IN DOCK. 30th April.
ABERDEEN DOCKS.—H. I. G. M. S. MOORE, ADMIRAL, Seward, Averade, Honan, U.S.S. MONTEREY, H. M. S. MOORE, Hoihao, H. M. S. Taku.
GORMOPOLITAN DOCK.—Hankow.
VESSELS ON THE BERTH
NORDDEUTSCHER LLOYD, BREMEN.
NOTICE.
STEAM FOR KUDAT AND SANDAKAN. Taking Cargo at Through Rates to TAWAO, LAHAD DATU AND LABUAN. THE Company's Steamship
"Borneo," Captain Mulla, will be ready to load for the above ports TO-MORROW (TUESDAY) MORNING, the 3rd May. For Freight or Passage, apply to MELCHERS & CO., Agents. Hongkong, 29th April, 1904. [1147]
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship "CATHERINE APCAR," Captain A. Stewart, will be despatched for the above ports TO-MORROW, the 3rd May, at 3 P.M. For Freight or Passage, apply to DAVID SASSOON & CO., LTD., Agents. Hongkong, 29th April, 1904. [1111]
COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS—POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship "ERNEST SIMONS," Captain Bourdon, will be despatched for the above ports on or about MONDAY, the 2nd May. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent. Hongkong, 27th April, 1904. [1022]
"BEN" LINE OF STEAMERS.
FOR LONDON AND ANTWERP (VIA SUEZ CANAL).
THE Steamship "BENALDER," Captain McIntosh, will be despatched as above on or about the 7th May. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 15th April, 1904. [1021]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	MALTA	Brit. str.	C. L. Daniel	P. & O. S. N. Co.	7th inst., at Noon.
LONDON & ANTWERP (VIA SUEZ CANAL)	BERNALDER	Brit. str.	McIntosh	GIBB, LIVINGSTON & CO.	About 7th inst.
LONDON & ANTWERP.	ANTENOR	Brit. str.		BUTTERFIELD & SWIRE	10th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	FERNANDA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 11th inst.
LONDON & ANTWERP.	ALCINOS	Brit. str.		BUTTERFIELD & SWIRE	24th inst.
LONDON & ANTWERP.	DEUCALION	Brit. str.		BUTTERFIELD & SWIRE	7th June.
LONDON & ANTWERP.	AGAMEMNON	Brit. str.		BUTTERFIELD & SWIRE	21st June.
LONDON & ANTWERP.	ANNAM	Fren. str.	R. Girard	MESSAGERIES MARITIMES	To-morrow, 1 P.M.
LONDON, &c. VIA PORTS OF CALL	AYVERN	Ger. str.	R. Heintze	MELCHERS & CO.	25th inst., at Noon.
BREMEN, VIA PORTS OF CALL	ARTENISA	Ger. str.	Grommeyer	HAMBURG-AMERIKALINIE	12th inst.
HAVRE & HAMBURG	MARBURG	Ger. str.	Stern	HAMBURG-AMERIKALINIE	17th inst.
HAVRE & HAMBURG	SCOGNA	Ger. str.	Madsen	HAMBURG-AMERIKALINIE	31st inst.
HAVRE & HAMBURG	NURNBERG	Ger. str.	Furck	HAMBURG-AMERIKALINIE	14th June.
HAVRE & HAMBURG	ACHILLES	Brit. str.	Jahburg	HAMBURG-AMERIKALINIE	28th June.
HAVRE & HAMBURG	TEENKAI	Brit. str.		BUTTERFIELD & SWIRE	17th inst.
HAVRE & HAMBURG	SHIMOSA	Brit. str.		BUTTERFIELD & SWIRE	20th June.
HAVRE & HAMBURG	BREIZ HUEL	Brit. str.		DOWELL & CO., LTD.	About 10th inst.
HAVRE & HAMBURG	RAN ISLA	Brit. str.		STANDARD OIL CO.	About 12th inst.
HAVRE & HAMBURG	E. OF JAPAN	Brit. str.		SHEWAN, TOME & CO.	17th inst.
HAVRE & HAMBURG	TARTAR	Brit. str.		CANADIAN PACIFIC R. CO.	21st inst.
HAVRE & HAMBURG	CALCHAS	Brit. str.		CANADIAN PACIFIC R. CO.	17th inst.
HAVRE & HAMBURG	SHAWMUT	Brit. str.	W. M. Smith	BUTTERFIELD & SWIRE	21st inst.
HAVRE & HAMBURG	TSINAI	Brit. str.		DOWELL & CO., LTD.	9th inst.
HAVRE & HAMBURG	EMPIRE	Brit. str.	Holms	GIBB, LIVINGSTON & CO.	About 3rd inst.
HAVRE & HAMBURG	PERA	Brit. str.	A. L. Valentine	P. O. S. N. CO.	11th inst.
HAVRE & HAMBURG	TAIWAN	Brit. str.		BUTTERFIELD & SWIRE	To-day.
HAVRE & HAMBURG	E. SIMONS	Fren. str.	Bourdon	BUTTERFIELD & SWIRE	About 2nd inst.
HAVRE & HAMBURG	TAMSU	Brit. str.		BUTTERFIELD & SWIRE	5th inst.
HAVRE & HAMBURG	KAHOING	Brit. str.		BUTTERFIELD & SWIRE	6th inst.
HAVRE & HAMBURG	SIMLA	Brit. str.		P. & O. S. N. CO.	About 8th inst.
HAVRE & HAMBURG	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSEN KAISHA	11th inst., 10 A.M.
HAVRE & HAMBURG	FRITHJOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSEN KAISHA	8th inst., 10 A.M.
HAVRE & HAMBURG	TRITOS	Jap. str.	H. Kraft	BUTTERFIELD & SWIRE	4th inst.
HAVRE & HAMBURG	CHIHLI	Brit. str.		BUTTERFIELD & SWIRE	7th inst.
HAVRE & HAMBURG	RAIFONG	Brit. str.		BUTTERFIELD & SWIRE	About 7th inst.
HAVRE & HAMBURG	ZAFIRO	Brit. str.	W. M. Smith	DOWELL & CO., LTD.	7th inst., 10 A.M.
HAVRE & HAMBURG	RUBI	Brit. str.	R. Rodger	SHEWAN, TOME & CO.	11th inst., at Noon.
HAVRE & HAMBURG	PERLA	Brit. str.	A. H. Nottley	SHEWAN, TOME & CO.	14th inst., 10 A.M.
HAVRE & HAMBURG	TIJANAS	Dut. str.		MELCHERS & CO.	Quick despatch.
HAVRE & HAMBURG	C. APCAR	Brit. str.	A. Stewart	H. C. TRADING CO.	Tomorrow, 3 P.M.
HAVRE & HAMBURG	ISCHIA	Ital. str.		DAVID SASSOON & CO., LTD.	11th inst., at Noon.

HAMBURG-AMERIKALINIE. OSTASIATISCHER FRACHTDAMPFER DIENST.

TAKING CARGO AT THROUGH RATES TO ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
ARTEMISIA	HAVRE AND HAMBURG	On 12th May. Freight.
MARBURG	HAVRE, BREMEN AND HAMBURG	On 17th May. Freight.
STRASSBURG	HAVRE AND HAMBURG	On 31st May. Freight & Passengers.
SEGOVIA	HAVRE AND HAMBURG	On 14th June. Freight.
NURNBERG	HAVRE AND HAMBURG	On 28th June. Freight.

For Further Particulars, apply to

HAMBURG-AMERIKALINIE.

HONGKONG OFFICE, QUEEN'S BUILDINGS, NO. 1.

HONGKONG-MANILA.

HIGHEST CLASS, NEWEST, FASTEST AND MOST LUXURIOUS STEAMERS BETWEEN HONGKONG AND MANILA. SALOON AMIDSHIPS. ELECTRIC LIGHT. PERFECT GOURMET. SURGEON AND STEWARDESSES CARRIED. ALL THE MOST UP-TO-DATE ARRANGEMENTS FOR COMFORT OF PASSENGERS.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila.	Sat., 7th May, 10 A.M.
RUBI	2540	R. W. Almond	Manila.	Sat., 14th May, 10 A.M.
PERLA	1989	A. H. Nottley		

For Freight or Passage, apply to

SHEWAN, TOME & CO., GENERAL MANAGERS.

Hongkong, 30th April, 1904. [16]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR FURTHER PARTICULARS, APPLY TO THE COMPANY'S LOCAL BRANCH OFFICES.

HONGKONG, 30th April, 1904. [16]

T. A. HEWETT, SUPERINTENDENT.

Hongkong, 30th April, 1904. [16]

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POST OFFICE NOTICES.

Until further notice the transmission of correspondence via Dalny and the Trans-Siberian Railway is discontinued.
The French Steamer, with the French mail of 1st April, left Saigon on Saturday, the 30th ult., at 2 p.m., and may be expected here on or about Tuesday, the 3rd May. This packet brings replies to letters despatched from Hongkong on 27th February.
The Coptic, with the American mail, left Yokohama on Friday, the 22nd ult., via Kobe, Nagasaki and Manila, and may be expected here on or about Monday, the 2nd inst.

MAILS WILL CLOSE

FOR

PER

DATE

Canton	Monday	2nd	7.30 A.M.
Macao	Monday	2nd	NOON
Shanghai	Monday	2nd	3.00 P.M.
Chongming	Monday	2nd	3.00 P.M.
Taiwan	Monday	2nd	4.09 P.M.
Pingtung	Monday	2nd	5.00 P.M.
Aragon	Monday	2nd	5.00 P.M.
Takking	Monday	2nd	5.00 P.M.
Tatshun	Monday	2nd	5.00 P.M.
Hoi Tu	Monday	2nd	5.00 P.M.
Wingchau	Monday	2nd	5.00 P.M.
Power	Monday	2nd	5.00 P.M.
Kinshan	Tuesday	3rd	7.30 A.M.
Hanoi	Tuesday	3rd	9.00 A.M.
Europe, &c., India via Tuticorin	(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail)			

Straits and Calcutta

Manila

Canton

Carton

Swatow, Amoy and Foochow

Swatow, Chefoo and Tientsin

Manila

Canton

Carton

Kudat and Sandakan

Shanghai

Carton

Shanghai

Canton

Carton

Kutat and Sandakan

Shanghai

Carton

Shanghai

Canton

Carton